PUT SHARP CHECK TO SPECULATION

High Rate for Call Money Cold Douche for Market Traders.

GENERAL SITUATION GOOD

Great Prosperity of Country Believed to Be Responsible for Jump in Rate.

(Special to The Times-Dispatch.)

NEW YORK, April 8.-Stringent call money, the highest rate for April In twenty-four years-30 pet cent, being touched-threw a cold douche upon the strenuous efforts of leading speculators to entice public participation in stocks last week. Monday opened ausplatously, with higher prices and heavy transactions, an old-time buoyency, long lacking in Wall Street, reviving sentiment, with hopes of a prospective buil campaign. Almost 1,250,000 shares changed hands on Monday, but this proved the high-water mark for the week, daily transactions falling off 60 per cent., the decline in business being inversely as money rates soured.

Few Other Developments.

Other than the monetary situation, there was little of a positive nature in the developments of the week, the coal complications being comparatively unsolved. Bituminous miners, it is true, resumed work in many sections where the 1905 scale was accepted by operators, but the hard-coal deadlock still continued, with the charges favoring a strike.

work in many sections where the loss scale was accepted by operators, but the hard-coal deadlock still continued, with the chances favoring a strike.

This uncertainty led to the laying off of men by a number of railroads like the Lehigh Valley and the Pennsylvania, which, of course, should it gain in volume, might considerably check general trade. The Chicago election, while possibly an indication of lessened enthusiasm for municipal ownership on the part of voters, was claimed as a victory by adherents of that policy. Heavy buying of Union Pacific and other specialties by London, at first believed to signify a wave of foreign speculation in our stocks, proved to be merely a hedge against sales of enils abroad, it being customary to buy in at least 50 per cent, of the issue upon which the options are sold. The hasty conclusion has been drawn that the unexpected flurry in call money, the more surprising because it occurred in the midst of the distribution of the heavy April dividend payments, was due to manipulation with the domble design of obtaining very lucrative rates of interest and foreing stock market liquidation. In the parlance of Wall Street the big financial interests were "making a secop" to obtain a line of cheap stocks.

While, of course, there may be something in this theory, conservative banking interests, above all "suspicion of stock manipulation, affirm that the real reason for the extraordinary conditions prevailing is the unprecedented demand for money on every hand, resultant upon the phenomenal prosperity of the courtry.

General Business Good.

General Business Good.

The stock market during the short session of Saturday was a most commonplace affair, even the professional element displaying little interest in the movements. During the first hour it acted as if the bank statement had been discounted, there being especial strength in Pennsylvania, attributed to manipulation, designed to foster the sale of convertible bonds. The steel issues also showed some strength, reflecting the better feeling over the soft constrike. After the first hour prices sagged, though a bank statement much worse than expected, showing the first defeit of April since 1833, had little appreciable effect upon prices, there being only slight recessions. Most of the changes of the day were in the nature of fractional losses, exceptions being Union Pacification on one-sixth of the trading lost 1:2 points, Great Northern preferred off 2:1-4 and Northern Pacific 1:-4.

General business is as good as could the desired.

The surplus of last week was con-

The surplus of last week was converted into a deficit of \$2,560,625 by the large loss of cash and an increase in loans, so that the reserve requirements were only slightly decreased by the offerings of foreign capital. The decrease in cash of \$7,904,200 is \$2,500,000 less than the loss indicated by the reported than the loss indicated by the reported movements of currency. The discrepancy is probably due to the average system.

he decrease in deposits of \$849,200 is

The decrease in deposits of \$549,200 is \$150,700 more than the decrease in cash minus the increase in loans, which is a fulrly good balance. The reserve required is \$212,300 less than last week.

Subtracting this from the loss in cash the surplus is diminished by \$7,691,900.

The defict now is \$2,560,625, comparing with surplus \$8,682,625, in 1995; \$22,-916,400, in 1904; \$3,741,300, in 1903; \$7,904,800, in 1900, and \$15,018,825, in 1899.

Not counting reserve against United

Not counting reserve against Ur States deposits the surplus is \$372,075.

TRADE WITH CUBA.

Business With United States in 1905 Was \$125,000,000.

(Special to The Times-Dispatch.)

(Special to The Times-Dispatch.)

WASHINGTON, D. C., April 8.—Cuba
ranks second in importance in the trade
relations of the United States with other
American countries. The total trade of
the United States with the principal countries of America in the fiscal year 1905
was!

With Canada, 203 million dollars. With Cuba, 125 millions. With Brazil, 111 millions.

With Mexico, 92 millions. With Argentina, 39 millions.

This places Cuba second at the presentime in rank in our trade relations with the countries of America.

While it has been customary in these discussions of the trade of the United States with the principal countries of the world one by one to consider the fiscal year figures, there is a special reason for considering culendar year figures in our trade with Cuba, this reason being that the reciprocity treaty between the United States and Cuba went into effect December 27, 1903, and, therefore, began its operation practically with the beginning of the calendar year 1904. For this reason this discussion of trade of the United States with Cuba is based upon calendar year figures. The value of merchandise imported into the United States from Cuba in the calendar year 1905, according to figures prepared by the Department of While it has been customary in the to figures prepared by the Department of Commerce and Labor through its Bureau of Statistics, was 395,857,850, against \$47,-228,291 in 1903, \$31,747,229 in 1900, and \$16,-

THE STOCK MARKET OF THE WEEK

(From the New STOCK EX				lay.)	
Simres	This week, 5,250,400 \$15,741,000 2,321,000	Last week, 4,384,310 \$13,160,000	1.nst year, 7,285,749 \$25,125,000	\$19,567,000	7'aree years ago, 1,902,360 \$7,668,000 16,000
For the calendar year to date Shares	1906. 84,628,706				1902. 47,054,724 \$283,276,600

THE STOCK MARKET OF THE WEEK. The following table shows the week's highest, lowest and closing prices, in vidual sales and net changes of all securities sold on the New York Stock Exchat this week. High and low prices are also given for the full year 1905 and for 1906: Railway and Miscellaneous Shares.

100	244	, A	allway and Miscellaneous Shares.	Stancer		
High, Low.	High.			cek end	ling Ap	ril 7th, Net Close, ch.
111% 70	11814	100	Amalgamated Copper \$83,200 Amer, Agr. Chemical \$90 Amer, Car and Foundry 40.00 Amer, Car and Foundry 1,093 American Cotton Oli 2,000 American Express 100 American Locomotive 23,600 Amer. Locomotive 570	118%	10014	111%+ 214 2814+ 14 4114- 16
2914 20	11814 3414 4714	241/4 399/4 991/4	Amer. Agr. Chemical 800	29	28	28/4- 14
43% 31	1714	30%	Amer. Car and Foundry 40,000	46	43%	4414- 76
101/2 0114	100	901/4	Amer, Car and Foun., pr. 1,909	10314	102 341/4	
40% 27% 246 210	24916	222	American Cotton Oll 2,300	35 236	235	3414- 14 235 + 5
7614 R1	781/2	611/4	American Locomotive 23,500	7114	235	Day 52
122% 103%	12014	1 101 (000)	Amer. Locomotive, pr 500	1151/2	116	
170% 70%	174	1601/4	Amer. Locomotive, pr 500 American Smelting157,200	1631/2	16814	150%+ 17
137 111¼ 18¾ 6¾	130	120%		1231/4 129/4 461/2	1214	122 1214- 14
6734 3534	6314	4234	Amer Steel Foun. pr 500	4612	46	46 - 14
147 181	14456	136%	Amer. Tel, and Tel 700	13914	12914	18014+ 14
109% 91%	100	103	American Tobacco, pr 5,700	10514	1041/4	100 + %
170 120 No sale,	167% 5%	153	Atlantic Coast Line 2,000	167 5%	163	12% - 14 1894 + 15 106 + 56 154 - 17 514 - 18 118 + 116
	117	108%	Baltimore and Ohlo 53.200	115	7112	118 + 118
100 953	9914	96	Baltimore and Ohio, pr 400	97	Qui	9676- 16
47¼ 40 105% 102¼	49 1/2 107 1/2	4114	Central Leather 12,200	4654 105	4414 1015a	118 + 1% 106% - % 44% - 1%
2017 1517	101/2	10316	Chesanoska and Ohlo 31 700	0014	69	
111 30	621/i 1097a	96	C., C., C. and St. L 5.100	10234	100%	69%+ % 101%+ %
1 12192 110	118	115	C., C., C. and St. L., pr 200	116 36	115 86	115 - %
3014 2214 6976 52	37	2914 68	Colorado and Southern 6,300	70%	70	69%+ % 101%+ % 115 - % 35%+ % 70 - %
55 3214	7314 5631	48	Amer. Steel Foundry. 200 Amer. Tel. and Tel. 700 American Tobacco, pr. 5700 Atlantic Coast Line rs. 2,999 Atlantic Coast Line rs. 1,999 Atlantic Coast Line rs. 1,999 Baltimore and Ohlo. 15,259 Baltimore and Ohlo. 15,259 Baltimore and Ohlo. 12,250 Central Leather pr. 2,250 Central Leather, pr. 2,250 Central Leather, pr. 2,250 Central Leather, pr. 2,250 Coleangeake and Ohlo. 31,750 C, C, C and St. L. pr. 200 Colorado and Southern. 8,390 Col. and South. 18t pr. 3,890 Col. and South. 2d pr. 1,500 Fed. Min. and Smelt. 90 Fed. Min. and Smelt. 90 Fed. Min. and Smelt. 90 Fed. Min. and Smelt. pr. 8,250 Gen. Chemical Co. pr. 200 Gen. Chemical Co. pr. 200	611/4	6014	NEW PARTIES AND ADDRESS OF
145 60	199	138	Fed. Min. and Smelt 200	182	180	182 + 2
1101/6 75	11274	1001/2	Fed. Min. and Smelt., pr 6,990	1061/4	10416	1011/4- 14
107¼ -101 235 236	100% 348	103 283	Gen. Chemical Co., pr 200 Great Northern, pr 22,90 Illinois Central 3,00 Louisville and Nashville. 39,800	104 3271/4	104 321	182 + 2 104 + 1 104 + 1 321 4 - 24 173 + 114 149 4 - 74
183 16284	182	166	Illinois Central 3.000	17514	17114 14934 11456	173 + 114
157% 13414	16614	144	Louisville and Nashville 30,800	1751/4 1525/4	14994	14974- 74
133 114	127	111		11734	11614	11078 1 14
No sale. 110% 9414	11834	112 93	Metro, St. Railway offs. 5,500 Missouri Profife	0884	95	9000 10
110% 94% 167% 130% 88% 76	15.01/	1.111/	New York Central 11.600	980 1469	96 1441/4	144%+ 44 90 + 154 21844- 134 14174+ 344 5376+ 56 98%+ 56 13774+ 276 91
£81/2 76	9314	84	Norfolk and Western 25,200 Northern Pucific 53,200 Pennsylvania Raliroad 274,709 Pressed Steel Car, pr 12,00 Pressed Steel Car, pr 12,00 Reading 50,00 Reading 18t pr 50,00 Reading 18t pr 50,00 Republic 1ron and Steel 10,000 Republic 1ron and Steel 10,000 Republic 1 and S. pr 14,000 Rock Island 40,200 Rock Island 1 22,00 Sioss-Sheff S. and I 12,00 Sioss-Sheff S. and I 12,00 Southern Pacific pr 154,000 Southern Raliroad 90,200 Southern Raliroad, pr 2,00	9034	2814	90 + 1%
1 21656 165	2321/2 1471/4 645/6	199	Northern Pacific 53,900	223 14214	2181/4 1383/4	14174 34
148 1211/4 687/4 34	C154	13594	Proyect Steel Car 9.200	551/2	1314	5336+ 16
10014 87	105	95	Pressed Steel Car, pr 1,300	99	9834	98%+ %
14374 79	164	125	Reading597,500	140	136 91	91
97 90 101 84	96 102	8914 9814	Reading, 1st pr 30	92	ev-2	9856-1 116
3616 15	29	2672	Republic Iron and Steel 10,600	9854 8214 10384 2856	2034	98%+ 136 31 -476 103 + %
108 67	11046	9834	Republic L and S., pr 14,000	10384	10257 2714 6634	103 + %
37% 21% 86 60%	2846 6844	2384	Rock Island 40,300	681/2	04:34	27% — 14 66% — 14 82% — 2%
86 601/2 1181/2 60	9712	611/6	Sloss Shaff S and I 12.100	26		824- 2%
130 100	113	112	Sloss-Sheff, S. and I., pr., 200	113	11234	112%+ 54 68%- 58
72% 57%	727/4 1187/8	641/4	Southern Pacific154,900	7098	68%	6894 - 78
122 ¼ 1163¼ 38 28	11878	35%	Southern Pacific, pr 1,000	11814	118	4014_ 84
38 28 10214 95	42% 103	99	Southern Railroad, pr 2,800	103	100%	100%+ 5% 100%+ 5% 96 - 1/2
1001/2 97	9946	543	So. R. R., M. and O. ctfs., 100	96	96	
148 68	165	129	Tennessee Coal and Iron. 2,200	152 734	149	151 + 2 7%+ %
No sale. 1514 113	8	148	Tenn. Coal and Iron rts., 1,600	16956	15615	15056- 14
101% 95%	1001/4	95	Union Pacific, pr 800	96 52	9514 4914	150% — 1/4 95 + 1 52 + 274
4814 1974	53	45	U. S. Cast Iron P. and F. 43,700	52	4914	50 - 274
1 978; 7914	9674	9114	U. S. C. I. P. and F., pr. 3,000	9444 5576	931/4	93% + 15% 53% - 15% 114 - 15 84% - 14
58% 33% 118% 98%	5834 115	4834	If S Pubber 1st of 3.500	115	113%	114 - 1/2
8387 75	871/3	108 7914	U. S. Rubber, 2d pr 990	\$11.5	8316	8436- 14
1 4217 9174	4614	3894 10494	Tenn. coal and Iron	431/4	4178 10714 4934	42%+ 5% 1075%+ 5%
107 90% 68% 25%	1131/4	1041/4	United States Steel, pr115,709	10014	493	5014- 84
118% 103%	58 11746	111	Va -Car Chemical pr 100	52 11256	112% 46%	11206- 40
5214 36	5616	43	Va. Iron C. and C 2,600	4814	401/4	48 + 2
2434 1736	2614	2614	Wabash 5,500	231/s 51	2214 4014	AND THE PARTY OF THE PARTY OF
48 37 30 2614	63% 42	401/2 32	Wandan, pr	28	3654	36%- %
9514 92	0414	91	West Maryland 1,300 Western Union Telegraph 800	923%	911/5	92%+ 1/8
Total sal	es for	the we	Western Union Telegraph 800 ek, 5,250,400 shares.			
		51	THE WEEK	1	STATE OF THE STATE	

BOND MARKET OF THE WEEK

ă				Railway and Miscellaneous Bonds.		Not
N			Bales		***	Close, ch.
ä	High,	Low.	387	Amendan Walanaa fauri	79	79 - 34
1	84 80%	781/3 79	361	American Telegrap Cours For	7934	7994+ 56
g	11714	11334	429	American Tobacco sixes	*11374	*113% — 118 99% + 18 93% — 12
á	10214	9814	170	Atlantic Coast Line fours 1938	9374	0274- 14
ģ	951/2	9374	17	Atlantic Coast Line, L. and N. fours	941/2	94%+ 55
Ü	951/4	931/5	14	American Tobacco sixes	10114	10114- 1/4
ģ	10316	10114	- 3	Baltimore and Onio fours, reg	*1021/2 981/4	10114- 14 10214+ 4 9814- 14
g,	1054	10214 9734	47 26	Baltimore and Onto gold locality of the Sand O P. J. E and W Va. fours 9834	9514	981/4- 1/4
ij	99% 92	913	5	B and O P. J. and M. div. 31/28 92	92	92
3	9214	91	41	B. and O. Southwest, div. 3\s 91\s.	0174 114	911/4 - 1/4
3	1141/2	1134	12		92	92 - 14
ä	93	801/2	48		89	89 - 134
Û	91 .	7614	172	Central of Georgia Railway third inc 90% Chesapeake and Ohio con. fives	118	118 1/2
	11914	11854	3	Chesapeake and Ohlo gon 1168 1061/2	105%	106 - 1/4
ğ	109 10234	100%	31 12		101%	106 - 14 102 + % 9634 + 14 104 - 14 101 + 34
ı		9644	1		96%	104 - 4
1	96% 105%	1021/4	10	C., C., C. and St. L. gen. fours 104	101	101 + 34
i	103	100%	2	C. C. C. and St. L. gen. tours fours 101 C. C. C. and St. L. C. W. and M. fours. 1093 C. C. C. and St. L. C. W. and M. fours. 1093 946	10034	100% - 14
3	10174	100%	1	Colorado and Southern fours 941/2	9314	9416+ 36
Ĝ	961/4	9316	37 62		17834	78% - 1%
ŝ	10444	7814	38	Louisville and Nashville uni. fours 103½	103	103¼+ ¼ 122¼+ ⅓
3	12514	122%	3	Missouri Pacific con, sixes	1031	101 787 78
3	10738	1031/2	20	Missouri Pacific con. sixes. 1917	100	106
Š	1061/2	106	2	Missouri Pacific tr. lives, 1920. 166 Missouri Pacific col. tr. fives, 1920. 166 Mobile and Ohio new sixes. 127 Nash. Chat and St. Louis first con. fives 1124 101 101	127	127
Š	127	12644	1	Mobile and Onto new sixes, first con, fives 11243	1121/2	1121/2
ŝ	11514	11216	39	Nash., Chat, and St. Lons are 101 Norfolk and Western con. fours	*1003/1	991/2+1
Š	102%	100-14	9	Norfolk and Western divisional fours 904/2 Norfolk and Western divisional fours 927/3	9214	90 Va- 14
ŝ	95	92	9	Norfok and Western, Po. C. and C. Tani	104	10113- 12
à	10634	103%	105	Northern Pacific first fours	7654	
3	781/2	7614	25	Northern Pacine gen. threes 1074	10734	107%+ ¼ 101%+ ¾
ğ	107%	1001/2	1	Pennsylvania Railroad conv. 31/68 101%	100%	9614- 14
ğ	105%	100 9614	2.921	Pennsylvania Railroad 31/28, 1915 967/8	961/4 97	9738- 16
3	101 98	97	13	Pennsylvania Railroad 3½s, 1916	10014	10036
8	10284	100%	256	Pennsylvania Rairrodu 3728, 1970 Reading gen, fours	994	•9936+ 1/4
ú	10114	99%	3	Rending-New Jersey Central co., 1983. Seaboard Air Line fives	10234	10284+ 14 #8812- 14
8	10314	10214	3	Beardourd All Line fourth (881)	*881/2	*881/2 14
9719	92	8955	1	Seaboard Air Line Tours. A. and B. fours. 1554 Seaboard Air Line, L., A. and B. fours. 168	95	108 + 114 108 - 16
3	97	10784	10		108	968/ 14
9	97%	35	364	South Carolina and Goods	93	9694- 1/8 93 - 2
8	951/2	92%	49	Southern Pacific coll, tr. fours 1272	92	0-1
ğ	92	92	1	Southern Pacific col. trust fours, 198	11754	117% - 14 11854 + 16
8	1191/8	117%	31	Bouthern Railroad Con. Div 11832	1181/5	117% - 14 118½+ 16 98½- 12
à	1181/4	11814	1.	Southern Raily ad. St. Louis div. fours 981/2	081/2	9816- 1/2 96
ĝ	9934	98	13	Southern Railway, M. and O. fours 96	90 100	100
8	981/6	9734	6	T., C., I, and R. R. gen, fives	10434	104% - 1/8
90	106%	1034	69	Union Pacific first fours, reg 10514	103	104% - 1/4 105 + 1/4 150 + 21/4
910	1061/8	10414	3	Union Pacific first fours, reg	15844	159 + 234
Š.	160%	147%	67	Union Pacine conv. Ioura	0914	99% - 32 99% - 32
Ě	9016	9614	1,201	United States Steel fives, Feg	9914	95 + 1
8	99%	9014	21	Virginia Coul and Coke fives	941/2	95% I 33
I	97 114	108	4	Virginia Cont and Court first fives 114 Virginia and Southwest first fives 134	7214	7214- 2
	76%	69	41	Virginia and Solutiwest institute 7314 West, Maryland evt. fours. 7314 West, Maryland fours. 8634 West, Maryland fours. 100	86	86%- 134
8	8888	86	39	West, Maryland fours 109 Western Union col. trust fives 109	1003/	100 14
ş.	169%	10734	12	Western Union real estate 458 104%	10114	10414+ 14
ı	105	10114	root 2	Western Union col. trust fives. 104% Western Union real estate 44%. 104% Total sales for the week, including \$2,321,000	United	States and
1	E	x-inte	nmoni	bonds, were \$18,062,000.		IN SERVICE
1	other	Poret	*******	A PARAMETER AND A PARAMETER AN		

233,456 in 1897, in which year our imports from Cuba touched the lowest point in the last haif century. The exports from the United States to Cuba in the calcindar year 1905 were valued at \$44,559,812, against \$23,504,417 in 1903, \$25,345,24 in 1896, are they were smaller than in any preceding year they were smaller than in any preceding year in the last haif century. In both imports

233,456 in 1897, in which year our imports from Cuba touched the lowest point in the last half century. The exports from the United States to Cuba in the calendar year 1905 were valued at \$44,509,812, against \$23,604,417 in 1903, \$25,034,524 in 1200, and \$7,296,618 in 1896, in which year they were smaller than in any preceding year in the last half century. In both imports and exports the figures of the year 1905 are larger than those of any earlier year in our trade with Cuba.

Sugar and molasses, tobacco, cigars and fruits are the principal articles forming the imports into the United States from Cuba. By far the largest and most important of these articles is sugar.

The exports to Cuba include a much larger number of articles than do the imports from that Island. The largest single item in 1905 was flour.

By far the largest group of articles in the exports to Cuba from the United States is that of from and steel manufactures, of which the total in 1905 was \$3,441,937, against \$3,441,937, in 1903, and \$4,525,004 in 1902. The largest single item under this head is locomotives for railways, \$628,831 in 1905, against \$127,845 in 1903. Builders hardware, including saws and tools, amounted to \$298,800 in 1905, against \$203,055 in 1903; sewing machines, \$370,356 in 1905, electrical machinery, \$190,-337, and typewriters, \$69,881.

NAVAL STORES MARKET.

Considerable Losses Shown By Both Spirits and Rosin.

(Special to The Times-Dispatch.)
SAVANNAH, GA., April 8.—The Savannah naval stores market for the past week, ending

remed has been a marked weakness in rosins the week through, resulting in sharp declines, the week through, resulting in sharp declines, especially on pale grades, the total losses for the week being 40c, on W. W., W. G., N., M. and K. and L. and bolow 10c. These declines are generally looked for this time of the year, being the heginning of the new crop, therefore further declines will be seen until the receipts regulate themselves, then an average trading basis will be formed.

The following are the receipts and shipments:

The following	ara the	ioceipia	were sind	1905.
Receipts.	Spts. 2,615	Rosin. 5,704	Spts. 1,280	Rosi
onth			1,391	Б,1
rek	1.730	3,879 45,143	2.236 4.558	12.5
		_		-

Stock Brokers GEO. T. KING & CO.,

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Richmond Grain and Cotton Exchange.

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MAKING FIGHT AGAINST ODDS

Wheat Market Contending With Prospect for Immense Crop in 1906.

BEARS COME OUT IN FORCE

More Timid Holders Rather Frightened By Stories-The Grain Situation.

(Special to The Times-Dispatch.) CHICAGO, April 8.—It is a brave fight the wheat market is making against strong odds. Some strength has been transmitted hypodermically by the bull interests, whose habitat is supposed to be in Wall Street, and there is a measure of encouragement in the situation abroad, but there at home there is talk of un immense wheat crop in 1906.

The prospects for the new crop coming impressively home, with the appa-Ing impressively home, with the apparent advent of real spring in the winter wheat territory, prove a heavy load for the old crop. There is a great surplus yet to be disposed of here and in Canada, according to the best advices, and it will need a wide doorway into the foreign market to get rid of enough of the wheat to make proper place for the production of the present year.

Rears Getting Active.

of the wheat to make proper place for the production of the present year.

Bears Getting Active.

The bears took full advantage of the situation last week, and they enlarged sensationally on what appears to be the legitimate and true status of affairs in the market, so far as supplies and demand are concerned.

The cars of the bulls were saddened by tales from Manitoba that there are piles of wheat still stored away in granaries there—wheat that the general trading public knew nothing about.

There were stories, too, that northwestern mills are preparing to close on account of the lack of demand for flour; that the holders of May wheat are getting ready to dump a lot of their goods on the market.

Where mere buncombe ends and where the truth begins in this mass of reports is hard to determine, but the more timid holders of wheat have been frightened by the talk, especially when there came on top of it all the official statement that during the week there was an increase of 700,000 bushels in stocks at Minneapolis and Duluth. Shipments from Argentine were about as large as previous of 700,000 busies in stocks at Allinder applis and Duluth. Shipments from Argentine were about as large as previous estimates had them—4.350,000 bushels. This movement is nearly one million bushels in excess of that of the similar three large age.

Something Important Coming. With the whole gumut of hear news to run, it was somewhat comforting that the price of wheat here for the May was

run, it was somewhat cointing the price of wheat here for the May was no lower than it was a week ago. The market does not break except in a scalping way, but the investor in real wheat can see no logical excuse for buying except on these breaks. Something important is bound to come out of the May wheat deal before long. Uncertainty as to what that something will be gives the trade its pause.

There is a firming up of cash prices at Kansas City and St. Louis, but this is at least partially explained by the fact that stocks are being overhauled by inspectors, and it is anticipated the amount of contract wheat may be there by much reduced. Winter grades of wheat are commanding premiums here in Chicago as in the Southwest, and millers are cutting into them heavily.

Crop Reports.

Crop Reports.

Crop Reports.

Crop reports are being scrutinized very closely by the trade, and there is the greatest interest in what the government agricultural department will have to say Tuesday. There are guesses that the average condition will be as high as 75. Preliminary advices coming in from the State departments and from unofficial sources all tend to show that the prospects are unusually bright for this time of year, and that there has been very small damage by cold weather or whater exposure.

been very small damage by cola weather or whiter exposure.

Except for that done by surface water, little damage has resulted in Missouri, according to the latest State report. There is a slight increase in acceage in Texas, but weather conditions have been against the grain here and there. Tennessee has ten per cent, less acreage than a year ago, but expects to raise nearly or quite as much wheat. The than a year ago, but expects to raise nearly or quite as much wheat. The April report of the Kentucky department gives the condition the first of this month as 98 per cent. of a five-year average, with possibly 96 per cent, of last year's acreage.

Nobraska farmers and dealers agree these Arell conditions in that State nover

Nobraska farmers and dealers agree that April conditions in that State nover were finer. The acreage is off 20 per cent., but present appearances indicate a crop almost as large as that of 1905. Kansas has a slightly increased acreage, and the condition is much better than that of December.

Okiahoma confidently looks for a record-breaking yield, the condition being reported by the secretary of the Grain Dealers' Association as 100. The acreage quoted by the State board at 101.

A Winnepeg elevator man estimates that of the 1905 crop there remains 10,000,000 bushels in farmers' hands, 15,000,000 bushels in farmers' hands, 15,000,000 ushlake ports.

lake ports. Corn Market.

Corn Market,

Corn is going out at the seaboard faster than it is coming in from the farms and country towns, the reason being that the farmers are more interested in field work just at this time than in marketing their grain. It is expected that another out in the visible will be shown the first of this week. This grain has shown strength in the face of the weakness of wheat and oats. Clearances for the week were 3,100,000 bushels. Total stocks in Chicago amount to 7,780,000 bushels, or Chicago amount to 7,780,000 bushels, or With a fair demand east and south, and with the chances in favor of Europe's buying more freely, a strong situation is the result. Baltimore alone cleared over 50,000 bushels Friday. Nor does it seem likely there will be any material reaction from the present stable position until after planting is over.

Exports since July 1st have exceeded by 37,300,000 those of the year before.

Oats.

Late seeding of oats, with the prospects

Our New Offices

Pollard & Bagby

quieting to the trade. Otherwise, there are features worthy of special note.

Packing.

Packing.

Hogs in almost every position are worth as high as 45, and nothing unusual in the way of receipts. Total packing from March 1st is 40,000 over that of a year ago. Total stocks of meat are 54,000,000 pounds under April a year ago. There is good buying of lard and ribs by wealthy interests. Foreign and domestic demand show no signs of decadence, It is generally believed that a fair increase in the volume of trade would start an advance from present levels.

A PROHIBITION BATTLE.

Whiskey Friends and Enemies Engage Able Counsel.

(Special to The Times-Dispatch.)
EMPORIA, VA., April 8.—The present
term of the Circuit Court of Greeneville
county will go down in history as a

term of the Circuit Court of Greenevillic county will go down in history as a memorable occasion.

For the past five days the prohibitionists and the dispensary advocates have waged unrelentless war upon the local whiskey elements, and every inch gone over has been a legal thrust one way or the other. Sometimes it would appear that the dispensary faction was in the ascendency, while a new witness for the opposition would amount to an offset.

The fight, in so far as the court is concerned, has been practically settled. In other words, the court ruled that one bar in Belfield should be closed and one on the Emporta side should employ a special officer to prevent congestion around its doors.

The dispensary people were represented by four attorneys, with an equal number standing champion for the bar advocates. Representing the first were Messrs. Whitehead, of Lynchburg; Judge Goodwyn, of Emporia; Captain Watkins, of Franklin, and E. C. Treadway, of Emporia; while the Hon. E. P. Buford, of Lawrenceville; S. V. Southall, E. C. Palmer and Mr. Eggleston, of Emporia, looked after the interests of the saloon people and their friends.

Mr. Buford made one of the ablest

interests of the saloon people and their friends.

Mr. Buford made one of the ablest speeches of his career, in which he mandully and strategetically defended his premises. It covered nearly two hours, and was commented upon liberally and favorably by all who were prosent.

He was followed by Mr. Whitehead, of Lynchburg, who spoke nearly three hours. Hhe Lynchburg attorney made a fine plea, after which the court granted the first speaker a short time in which to reply.

the first speaker a short this in when to reply. Nearly one hundred witnesses for and against whilskey were heard during the proceedings.

Emporia citizens will vote upon the dis-pensary question in June, but from pres-ent indications the fight will not be as warm as the one just finished.

Next week Judge West will consider

warm as the one just finished.

Next week Judge West will consider distillery licenses.

POWHATAN COURT.

Large Crowd Present Throughout the Week.

the Week.

(Special to The Times-Dispatch.)

POWHATAN COURTHOUSE, VA., April S.—Judge Walter A. Watson convened his court here on Monday last, which was continued until Saturday night. There was a very large crowd present. The following cases were heard:

The case of Moses Dodson and Sallie Dodson, charged with the murder of Isaac Wiley, colored, was continued until the next term of the court.

The suit of G. L. English vs. the Western Union Telegraph Company was heard, and a verdict in favor of English rendered. The decision was demurred to and the case continued until the next term of the court.

The case of Mrs. B. M. Hague against the Postal Telegraph Company was called and demurred to on the testimony, which demurrer was sustained, and a verdict given in favor of the company.

The case of Eddie Ford, charged with a felony, came up, and a fine of \$5 and the costs imposed.

The following attorneys were present: W. B. Smith, of Richmond; W. M. Justis, of Richmond, and W. V. Thraves, of Amelia. Hasking Hobson and M. P. Bonlfant, and Hon, Francis R. Lassiter, ex-member of Congress from the Fourth District, was also present on the ground, shaking hands with their many friends.

A DIAMOND DRILL Arsenic Mines in Floyd County Will Honeycomb Properties.

(Special to The Times-Dispatch.) RADFORD, VA., April 8.—The United States Arsenic Mines Company received States Arsenic Mines Company received last week at their mines in Floyd a diamond will, with which they will honeycomb their land with holes 1,000 feet deep. In this way they will be able to locate the arsenic, so that it may be mined with the least possible cost.

The citizens of Christiansburg propose

cost.
The citizens of Christiansburg propose to operate an electric railway between that town and Cambria, where the Norfoln and Western station is located. Colonel Marr, of Blacksburg, is making the survey for the proposed line.
"Captain Racket" will be presented at the Masonic Hall at Christiansburg on the 17th by local talent. It will be under the auspices of the ladies of St. Thomas's Episcopal Church, and the proceeds will be used on the rectory debt.
Mr. T. M. Painter, a former eltizen of Pulaski county, has returned from West Virginia, where he has been residing, and will live at the old home of the late James B. Cadall, which was a legacy to his wife.
Colonel W. M. Marsh, of Philadelphia, has purchased the fine farm of Mr. Schastian Miller, on Back Creek.

ODD-FELLOWSHIP GROWS

Many New Members Have Been Initiated Into Various Lodges.

wheat and oats. Clearances for the week were 3,100,000 bushels. Total stocks in Chicago amount to 7,780,000 bushels, or 1,360,000 bushels less than a year ago. With a fair demand east and south, and with the chances in favor of Europe's buying more freely, a strong situation is the result. Baltimore alone cleared over 500,000 bushels Friday. Nor does it seem likely there will be any material reaction from the present stable position until after planting is over.

Exports since July 1st have exceeded by 37,300,000 those of the year before. Oats.

Late seeding of oats, with the prospect that the delay will infure the yield, is baying some effect on the market for this grain, but the quantity on hand largely nullifies the field news, even the talk that acreage may be much reduced. The May speculative situation is distributed in the Rebekah Lodge, No. 137, by J. T. Holston: Greble Lodge, No. 14, by E. S. Wallace, W. L. Larrabee and C. H. Warren will represent Monroe Encampment, which weight in the Rebekah Lodge, No. 14, by E. S. Wallace, W. L. Larrabee and C. H. Warren will represent Monroe Encampment, which meets in Richmond on May Sih, by Mrs. Caudia Lindsay and Mrs. Lottle Gailtrée.

AUCTION SALES, Future Days

By Pollard & Bagby, No. 1102 East Main Street.

AUCTION SALE OF

Broad-Street Property

RIGHT SIDE, BETWEEN MADISON AND MONROE STREETS.

No. 321. Lot 33x136 Feet,

TO ALLEY.

Tuesday, April 10, 1906, At 5 o'Clock P. M.

To-day Broad street property is a buy at any price; in five years present prices will look as if the property was sacrificed. Terms at sale.

POLLARD & BAGBY,

By J. Thompson Brown & Co., Real Estate Agents and Auctloneers, 1113 Main Street.

BUILDERS. ATTENTION Five Large Brick

Residences Sold Removed by May 16th.

Possession Given April 16th.

ay authority of the committee on the
w High School, we will sell at public

Tuesday, April 10, 1906, at 4:30 P. M., those five large brick resi-

Nos. 411, 417 and 419-21 N. Eighth Street,

No. 803 and 805 E. Clay St. to be removed from the premises within thirty-six days from day of sale-viz., by May 16, 1906. The material in these residences are material in these residences are

May 16, 1806,

The material in these residences are unusually good.

Nos. 411, 417 and 419-21

NORTH EIGHTH STREET are three tenement, three-story, basement brick houses, with Iron veranda porches across the entire front.

Each have excellent wide stone steps, unusually large, heavy, tall brick wing chimneys and one story brick coal vaults, stone trimmed. The corner house has an extra long wing with two story brick stable attached.

These three houses will be offered separately and afterwards the three together and then knocked out to highest bidder or bidders.

803 and 805 East Clay Street are modern detached houses and of excellent solid material, supposed to be about 300,000 bricks each, each having a two story brick stable and yard pavement; Sto has front wall and steps of excellent granite, iron fencing and a rear yard wall. Inspection solicited.

Terms, cash, settlement to be made before delivery of property.

Auctioneers.

T RUSTEE'S SALE OF A VALUABLE TRACT OF LAND IN HANOVER COUNTY.

TRACT OF LAND IN HANDYBA
COUNTY.

By virtue of a deed of trust from Dora
A. Kersey to Thomas F. Jeffress, Trustee, dated December 16, 1983, and duy
recorded in the clerk's office of Handy
recorded in the payment of the
debt secured thorein, and in the
with the request of the benefit dary under
said deed, we shall sell at public auction,
on the Files,
on the Files,
on the Parks,
on the Chesapeake and Ohio Rallway, adjoining the
lands of Eddie Jenkins and others. The
grenter portion of this land is timbered.
TERMS—Cash, sufficient to pay all costs
and expense of sale, and a debt of \$750,
with interest thereon from January 24,
1905, and the balance in one and two
years; purchaser to give notes, secured
by deed of trust on the property; or all
cash, at the option of the purchaser.

Liphy C. RIELLY,
A. Brown, Auctioneer.

Mch 31-1

William B. Pizzini Company,

William B. Pizzini Company, Real Estate Auctioneers, Tenth and Bank Streets.

A UCTION SALE OF DESIRABLE HANOVER STREET BUILDING LOT, BETMEEN SYCAMORE AND STRAMBERRY STREETS.

At the request of the owner At the request of the owner we will offer at auction; on the premises, on WEDNESDAY, APRIL 11, 1905, AT 6 o'CLOCK P. M., the desirable building for on the south side of Hanover street, between Syeamore and Strawberry streets, beginning 80 feet west of Syeamore et al., and fronting 30 feet 9 heches on the year and remning back to the alley. This steet surbed, guttered and meeting and the curb line. A bargain will be offered.

Terms liberal.

Wm. B. Pizzini Company, Real Estate and Auctioneses, Tenth and Bank Streets, City.

A UCTION SALE OF MOST DESIRABLE IS ONE OF THE DEST LOCATED ON WEST GRACE STREET THAT IS NOW ON THE MARKET.

At the request of the owner, who has deterauction, on auction, on the profit states, at place auction, on TUESDAY, APRIL 10TH, 1905, at 6 P. M., the lot on the north side of Grace Street, beginning 130 feet west of Addition Street, and foiding on Grace Street — feet with a depth of 145 feet to a 20-fort allex. This lot should command the attention of every one deciring to atther invest or build abone in this rapidly enhancing neighborhood. TERMS—One-third cash, balance at 6 and 2 months. 2 months.
A BARGAIN MAY BE EXPECTED.

BORROWERS AND DEPOSITORS

First National Bank, RICHMOND, VA. CAPITAL and SURPLUS, \$1,200,000.

STEAMBOATS

irginia Navigation Co.

JAMES RIVER DAY LINE.

STEAMER P OC A HO N TA S.

LEAVES MONDAY, WEDNESDAY AND FRIDAY AT TA M.

for Norton, Portamouth, Old

point, Newport News JAMES RIVER DAY LINE.

STEAMER P.OC. A. H.O. N. T. A. S. LEAVES MONDAY WEDNESLEAVES MONDAY WEDNESLAY AND FRIDAY AT T. A. M.
OF NOTONS, POTENBOUR, O'D
POINT, Newport News, Claremont
and James River landings, and
timore and the North State westington, Editimore and the Morth State westington, Editimore and the Morth State westington, Editimore and the Morth State westington, Editorical the What? Fure only 11.00 and 11
Norfolk. Norfolk.

Freight received for above-named places and all points in Eastern Virginia and North Carolina.

IRVIN WEBUGER. Gen'L Mgr.

B. A. DARBER. Jr., Sovieters.

4:25 A. M.—Dally—Hyrd St. Through.
6:29 A. M.—Dally—Hyrd St. Through.
6:29 A. M.—Dally—Main St. Through. All
6:24 A. M.—Except Monday, Byrd St. Through.
All Pullman Car.
7:25 A. M.—Week Lays—Etba. Ashland Accommodation.
8:19 A. M.—Dally—Byrd St. Through. Local

R.F.&P. Richmond, Fredericksburg & Potemac R. R.

Trains Leave Richmond-Northward,

Trains Arrive Richmond-Southward,

8:20 A. M.—Week Days—Byrd St. Fredericka-burg Accommodation. 8:35 A. M.—Dally—Byrd St. Through. 11:50 A. M.—Week Days—lyrd St. Through. Local slops. 2:14 P. M.—Dally—Main St. Through. 6:43 P. M.—Week Days—Biba. Ashland Ac-commodation. commodation.
7:15 P. M.—Dally—Byrd St. Through.
9:09 P. M.—Dally—Byrd St. Through. Local stops.

9:42 P. M.—Daily—Main St. Through. All
Pullman Cars.

10:50 P. M.—Daily—Main St. Through.

NOTE—Pullman Sleeping or Parlor Cars on
all above trains, except trains arriving Richmond 11:50 A. M. week days, and local accommodallons. mond 11:50 A. M. Week days, and modallons.
Time of arrivals and departures and connections not guaranteed.
W. D. DUKE, C. W. CULP, W. P. TAYLON,
Asst. to Prest. Clear, Supt. Traf. Mgr.

Southern Railway

The favorite route to Ballimore and Easters, points.

2:16 P. M.—Local—Dally, except Sundays.

2:17 P. M.—Except Sunday—For West Point, connecting with steamers for Baltimore, Steamers call at Yorktown and Clay Eastern Mondays, Wednesdays and Fridays, and at Gloucester Point, Gements and Almonds on Tuesdays, Thursdays and Saturdays.

2:45 A. M.—Except Sunday—Local mixed for West Point.

TRAINS ARRIVE RICHMOND.

5:53 A. M. and 7:50 P. M.—From all the South.

3:55 P. M.—From Charlotte, Durham and Raleigh.

2:25 P. M.—From Charlotte, Durham and Raleigh.

8:46 A. M.—From Keysville and intermediate Stations.

9:25 A. M.—Dally—From West Point with Balumore connections daily, except Monday.

10:45 A. M.—Dally, except Sundays and Mondays: 5:10 P. M., daily, except Sundays.

C. W. WESTBURY, D. P. A., Richmond, Val. S. H. HARDWICK, W. H. TAYLOE, P. T. M., Washington, D. C.

Washington, D. C.

Chesapeake & Ohio Ry.

2:00 p.m. and 11:00 p. m. dally. Westbound Local Trains: 7:30 a, m. and 5:15 p. m. week days

10:29 a. m. daily; 5:15 p. m. week days Arrive Maine Line from West: *7:80 A. M. *8:30 A. M. *8:30 P. M. *7:50 P. M. From From West: *7:00 A. M. *8:00 P. M. *8:00 P. M. *8:00 P. M. *8:00 P. M. *8:00 A. M. *8:00 A.

N&WNorfolk&West**ern**

ONLY ALL-RAIL LINE TO NORFOLK. Leave Byrd-St. Station, Richmond, Daily, In Effect Jan. 24th, 1906. FOR NORFOLK: *9:00 A. M., *3:00 P.

FOR NORFOLK: 9:00 A. M., 9:300 F. M., 7:25 P. M.
FOR LYNCHBURG, the WEST and the SOUTHWEST: 9:05 A. M., 12:10 Noon, 8:00 P. M. Pullman Parlor and Sleeping cars. Cafe Dining cars. Trains arrive daily from Norfolk *11:40 *6:50 P. M.; from the West 7:42 A. M., 2:06 P. M., 9:20 P. M.

ATLANTIC COAST LINE

EFFECTIVE APRIL STIL Trains leave Richmond duly: Por Florida and South, 9:05 A. M., 7:25, P. M. For Norfolk, 9:09 A. M., 3:00 P. M. and 2:5 P. M., and W. Ry. West, 12:19 and 9:00

Sealboard Air Lille Ratiway.
Southbound Trains Leave Richmond Daily.
9:10 A. M.—Local to Norlina, Mamlet and
6:50 P. M.—Solid Pullman to St. Augustine.
1:20 P. M. and 11 P. M.—Through Pullmans and coacht's to Savate man and coacht's Atlanta.
Birming and Coacht's Atlanta.
Birming and Savate and Sa

nothing and roles over Liberto hall May, Cars leave corner of Seventh and Parry Streets, Minnevoter, every hour (on the hour) from 6. M. M. to 10 P. M. Last car 12 midnight. Limited cs. 5.4 P. M. dally, excent Sunday. Cars leave Teteraburg, foot of Sycamore Street, every hour from 6:35 A. M. to 10:35 P. M. Last car 11:40 P. M. Limited car 7:15 A.M., dally, except Sunday.
All cars from Potersburg connecting Richmond cars.

STFAMSHIP COMPANY

FOR NEW YORK.

PHILADELPHIA,

RICHMOND AND NOBFOLK LINE,

Freight received and delivered daily at Q,
and O. Rwy. Co.'s Dopot, Seventeenth and

Hroad Streets, H. K. WOODFIN, Soliciting
agent, Va. Nav. Co.'s Wharf, Rocketta.

Boston, Mass., and Providence, R. I.
Sicamera leave Norfolk for Roston Tuesday,
Wednosday, Friday and Sunday. For Providence Monday, Thursday and Saturday at
J. M. Passengers and freight taken for al
New England Points. Tickels on sale at C. and
O. Rwy, and N. and W. Rwy, Orloss, R.
No. 512 East Male.

8-19 A. M.—Dally—Byrd St. Through. Locas stops. 12:05 neon-Week Days—Byrd St. Through. 4:00 P. M.—Week Days—Byrd St. Fredericks burg Accommodation. 6:30 P. M.—Dally. Main St. Through. 6:30 P. M.—Week Days—Elba. Ashland Accommodation. St. Development of the Commodation.

6:40 A. M.—Week Days-Elba. Ashland Accommodation.
8:20 A. M.—Week Days—Byrd St. Frederickshules Accommodation.

SCHEDULE IN EFFECT, APRIL 8, 1906.
TRAINS LEAVE RICHMOND.
7:09 A. M.—Daily—Logal for Charlotte, N. C.
12:30 F. M.—Daily—Limited—Buffer Fullman to Alanta and Birmingham. New Orleans, Memphis, Chattanoga and all the South-Though coach for Chase City, Oxford, Daring Charles, Sunday—Keysville Local.
11:30 F. M.—Daily—Limited—Fullman ready 9:30 F. M.—Daily—Limited—Fullman ready 9:30 F. M.—Oxally—Limited—Fullman ready 9:30 F. M.—Oxally—Limited—Full

Cincinnati, Indianapolis, St. Louis, Chie cago, Louisville, Nashville, Memphis,

Newport News, Norfolk and Old Point, 9.09 n. m. and 4:00 p. m. dally.

Local for Newport News and Old Point, 7:33 a. m. and 5:00 p. m. week days.

James River Line:

from the West 7:42 A. M., 2:06 P. M., 9:20 P. M., 9:20 Office 838 E. Main St. *Flyer: 2 hrs. 28 minutes. W. B. BEVILL. C. H. BOSLEY., Gen. Pass. Agent. Dist. Pass. Agent.

For N. and W. M. West, 1... And A. M. Per Petersburg, 8-00 A. M., 12:10, 3:00, 5:48, 9:00 and 11:30 P. M. Fare Coldstorn M. Fare Coldstorn M. Fare Coldstorn M. Fare Coldstorn M. Per Coldstorn M. M. *1:00, 2:05, 6:50, 8:00 and 11:40 A. M. *1:00, 2:00, 8:00 and 11:40 A. M. *1:00, 2:00, 8:00 and 11:40 A. M. *1:00, 8:00 and 11:40 A. M. *1:00 and 11:40 A. M. *1:00, 8:00 and 11:40 A. M. *1:00 and 11:40 A. M. *1:00, 8:00 and 11:40 A. M. *1:00 and 11:40 A. M. *1:0

Seaboard Air Line Railway.

Richmond and Petersburg Electric Railway.

STEAMBOATS. OLD DOMINION

Night Line for Norfolk. Leave Richmond every evening (foot as Street) at 7 P. M., stopping at Newport. News en route. Pare, \$1.50 one way, \$4.50 round trip, including stateroom berth; meels, 500 each. Street Cars to Steamer's Wharf.

Via Night Line Steamers (except Saturday) making connection in Norfolk with Main Line Ship, following 19 A. M. and 3 P. M. and Chesapeater Chief Charles and Chesapeater Chief Chesapeater Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chief Chesapeater Chesapeater Chief Chesapeater Chesapeater Chief Chief Chesapeater Chief Chief Chesapeater Chief Chief Chesapeater Chief Chief Chief Chesapeater Chief Chief



Clyde Steamship Co. PHILADELPHIA.

Merchants and Miners Transportation Co.'s